DALLAS - FT. WORTH

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

DALLAS - FT.WORTH
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

84TH EDITION EFFECTIVE 0901Z 11 MAR 2010 TO 0901Z 23 SEP 2010

Includes airspace amendments effective 11 FEB 2010 and all other aeronautical data received by 14 JAN 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 3818 feet located at 34°52'N - 101°59'W

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the top (or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT D).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON DALLAS-FT. WORTH SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ABILENE RGNL	CONTINUOUS	120.1 257.8	121.7 348.6	118.25	ASR
ADDISON	0600-2200	126.0 239.0	121.6	133.4	
ALTUS AFB	0830-0230 MON-FRI CLSD FED HOL	119.65 255.6	121.95 275.8	273.5	ASR
ARDMORE	0700-2200 MON-FRI 0700-1700 SAT-SUN	118.5 257.7	121.8	125.6	
ARLINGTON MUNI	0700-2100	128.625	121.875		
CLINTON-SHERMAN	0700-2400 MON-FRI (0100-0100 DST) EXC FED HOL	119.6 256.9	121.7 239.0		
COLLIN CO RGNL MC KINNEY	0600-2200	118.825	121.075		
DALLAS EXECUTIVE	0700-2100	127.25 338.4	121.75	126.35	
DALLAS/FT WORTH INTL	CONTINUOUS	124.15 126.9 (W) 126.55 127.5 (E)	121.65 121.8 (E) 121.85 (W)	ARR 123.775 DEP 135.925	
DALLAS LOVE	CONTINUOUS	123.7 229.3	121.75 348.6	120.15	
DENTON	0600-2200	119.95	121.95		
DYESS AFB	0700-0100 MON-FRI CLSD WKEND & HOL	133.0 267.475	118.35 275.8	385.7	ASR
FT WORTH ALLIANCE	CONTINUOUS	135.15 289.15	132.45 305.2	126.925	
FT WORTH MEACHAM INTL	CONTINUOUS	118.3 257.8	121.9	120.7	
FT WORTH NAS JRB/CARSWELL	0700-2300 MON-FRI 0700-1700 SAT-SUN CLSD HOL	120.95 269.325	126.4 254.325	273.575	ASR/PAR
FT WORTH SPINKS	0800-2100	124.125	119.475		
GRAND PRAIRIE	0800-1900 (0700-2100 DST)	126.55	121.15		
HENRY POST AAF	0700-2300 MON-FRI EXC HOL	124.95 229.4	121.7 279.575	133.425 254.025	ASR/PAR
HUSBAND AMARILLO INTL	0600-2400	118.3 257.7	121.9 348.6	118.85 350.3	ASR
LAWTON-FT SILL RGNL	0800-1900	119.9 257.8	121.9	120.75	ASR
LUBBOCK SMITH INTL	CONTINUOUS	120.5 239.3	121.9 348.6	125.3	ASR
MAJORS	0720-1400 MON-FRI O/T IRREGULAR HRS	118.65 385.425	121.7 335.8		
NORTH TEXAS RGNL/PERRIN	0700-1900	120.575 233.7	124.125		
RICHARD JONES	0700-2300	119.2 120.3	121.7	126.5	
SHEPPARD AFB/WICHITA FALLS	0530-2100 MON-FRI 1200-1700 SUN CLSD SAT & HOL O/T CTAF	119.75 279.525	125.5 289.4	132.05 249.9	ASR/PAR
STILLWATER RGNL	0600-2000	125.35	121.6		
TINKER AFB	CONTINUOUS	124.45 251.05	121.8 275.8	270.1	ASR
TULSA INTL	CONTINUOUS	118.7 257.8 (RWY 18R/36L) 121.2 310.6 (RWY 18L/36R) 119.2 (RWY 8/26)	121.9 348.6	124.9 377.2	ASR
TYLER POUNDS RGNL	0630-2130	120.1 257.8	121.9	126.25	
UNIV OF OKLAHOMA WESTHEIMER	0800-2200	118.0	121.6		
WILEY POST	0700-2200	126.9 306.9	121.7	128.725	ASR
WILL ROGERS	CONTINUOUS	119.35 269.45	121.7 348.6	125.85	ASR

CLASS B, CLASS C, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DALLAS/FT WORTH CLASS B	118.1 306.95 (NW) 125.975 379.1 (SW) 124.3 292.275 (NE) 125.2 343.65 (SE)	CONTINUOUS
ABILENE CLASS C	125.0 335.5 (E) 127.2 292.3 (W)	CONTINUOUS
AMARILLO CLASS C	119.5 307.0 O/T 127.55 285.475 ALBUQUERQUE CNTR	0600-2400 O/T CLASS E
LUBBOCK CLASS C	119.2 351.8 (EAST OF RWY 17R/35L) 119.9 335.8 (WEST OF RWY 17R/35L)	CONTINUOUS
OKLAHOMA CITY CLASS C	124.2 336.4 (001-180°) 120.45 288.325 (181-360°) 124.6 306.9	CONTINUOUS
TULSA CLASS C	119.1 351.8 (355-174°) 126.0 338.2 (175-354°)	CONTINUOUS
ALTUS TRSA	125.1 257.725 O/T 120.4 133.6 269.375 350.35 FORT WORTH CNTR	0830-0230 MON-FRI EXC FED HOL
HENRY POST AAF RADAR	120.55 322.4 (S) 127.3 307.275 (N)	0700-2300 MON-FRI EXC FED HOL
SHEPPARD AFB/WICHITA FALLS RADAR	118.2 269.025 O/T 133.5 350.35 FORT WORTH CNTR	0500-2100 MON-FRI 1200-1700 SUN EXC HOL

O/T-indicates Other Times

SPECIAL USE AIRSPACE ON DALLAS-FT. WORTH SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact nearest FSS for information.

† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

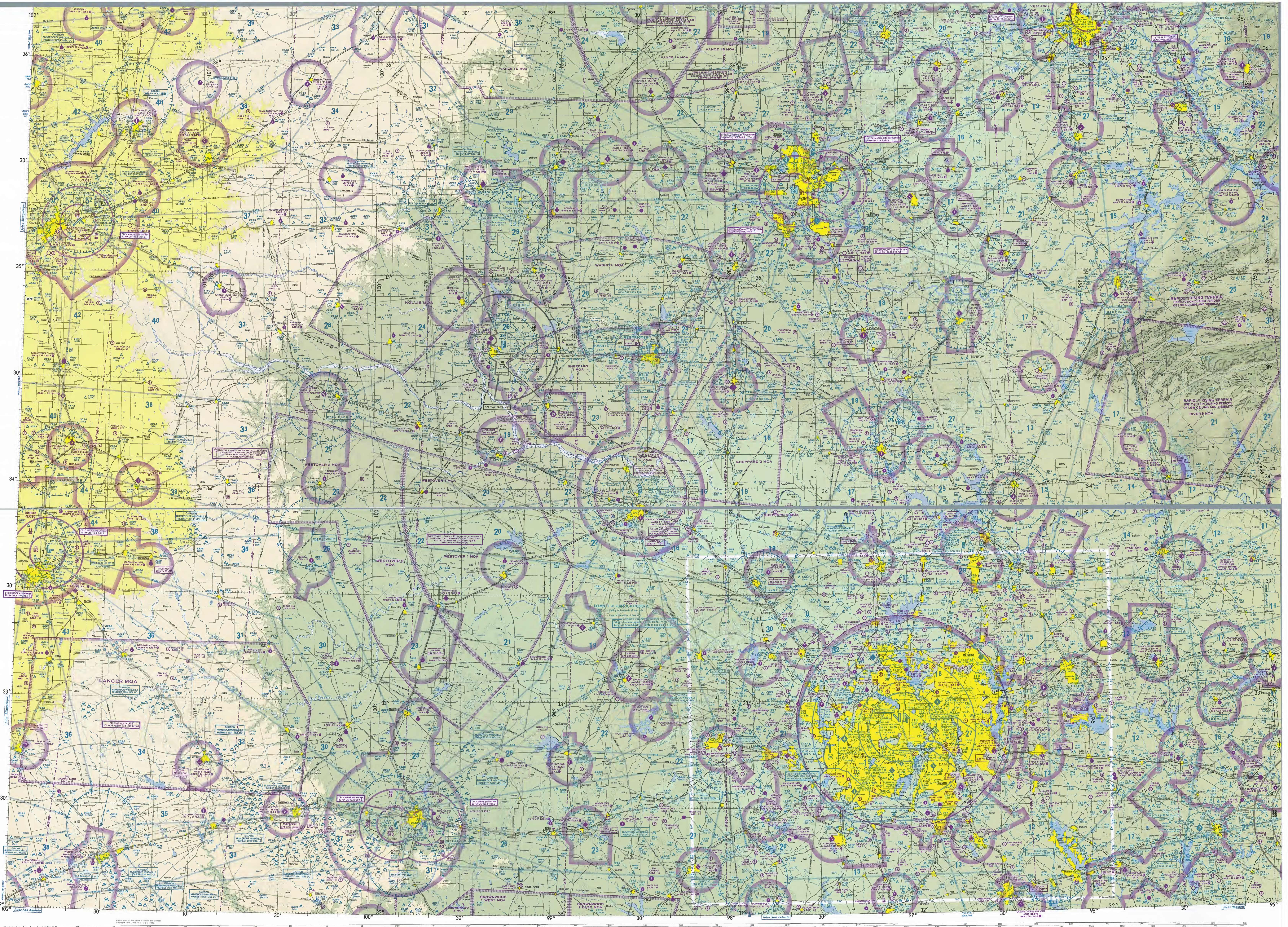
NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-47	TO 4800	CONTINUOUS	NO A/G	
R-5601 A,B,C	TO 40,000	CONTINUOUS	FORT WORTH CNTR	128.4 290.2 133.5 350.35
R-5601 D,F	500 AGL TO FL 400	SR-2200 MON-FRI	FORT WORTH CNTR	128.4 290.2 133.5 350.35
R-5601 E	500 AGL TO 4000	SR-2200 MON-FRI	FORT WORTH CNTR	128.4 290.2 133.5 350.35
A-561	TO 4000	SR-SS MON-FRI	NO A/G	
A-562 A	TO 10,000	SR TO 3 HRS AFTER SS MON-FRI	NO A/G	
A-636	TO 4000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BROWNWOOD 1 EAST, 1 WEST	7000	0700-2300	FORT WORTH CNTR	127.45 290.3 133.37 354.05
BROWNWOOD 3	13,000	0700-2300	FORT WORTH CNTR	127.45 290.3 133.37 354.05
HOLLIS	17,000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	FORT WORTH CNTR	128.4 290.2 133.5 350.35
LANCER	6300	0900-2400 MON-FRI	FORT WORTH CNTR	133.6 261.05 133.7 350.2
RIVERS	8000	0900-2100 MON-FRI	FORT WORTH CNTR	124.87 307.2 132.7 238.25
SHEPPARD 1	8000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	FORT WORTH CNTR	124.85 380.1
SHEPPARD 2	8000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	FORT WORTH CNTR	118.75 317.45
VANCE 1A, 1C	10,000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	126.95 379.2
VANCE 1B	7000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	127.8 317.1
WASHITA	8000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	FORT WORTH CNTR	128.4 290.2
WESTOVER 1	9000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	FORT WORTH CNTR	133.5 350.35
WESTOVER 2	10,000	1 HR BEFORE SR 1 HR AFTER SS MON-FRI	FORT WORTH CNTR	133.5 350.35

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - other times by DoD NOTAM

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.



Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT) = UTC.

CONVERSION OF ELEVATIONS

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

FDR PROCUREMENT CONTACT:
FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at www.naco.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aeronav@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required each information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC-4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.